

Truckers strike to trigger crisis plan

The often violent independent truckers strike, now in its second week, is part of a five-year-old scenario to place the United States under a crisis management dictatorship, officials of the Federal Preparedness Agency have confirmed.

The scenario is modeled after the deployment of Chilean "independent truckers" in the fall of 1973 to topple the Allende government and install the Pinochet dictatorship.

It was adopted for use in the U.S. by then National Security Council chief Henry Kissinger, then Secretary of Defense James Schlesinger and then White House Chief of Staff Alexander Haig during the 1973-74 energy crisis.

FPA and White House officials state that the present White House crisis management task force is operating—with minor modifications—according to policy outlines and reports prepared by Haig and Schlesinger for intervention into the 1974 truckers strike. "You would be surprised how similar all our considerations are," said an FPA official. "We have a truckers strike, an energy shortage, violence, chaos, gas lines ... it's as if things are repeating themselves..."

The draft action plan

The principal document being followed by the administration is an interdepartmental draft action plan, "In Response to a Nationwide Truck Stoppage" (see below), which was issued on Feb. 3, 1974 by the Office of Preparedness.

It calls for a three level escalating response, with the public being acclimated to accept emergency powers. Appended to the document are a draft executive order declaring a national emergency—without congressional approval required—and a memorandum describing the extraordinary powers of the Secretary of Defense to deploy federal troops to meet "civil disturbances."

Various government sources have confirmed that these powers remain in effect awaiting activation. The minor modifications referred to by FPA officials deal with the existence of new powers granted Energy Secretary Schlesinger to "handle" an energy emergency and the existence of the Federal Emergency Management Agency, a crisis management agency created by executive order and assuming full powers on July 1.

The strike

As in 1974, the independent truckers shutdown is being led by Mike Parkhurst of the Independent Truckers

Association and Bill Hill of the Fraternal Association of Steel Haulers (FASH). At meetings held over the weekend and in the early part of the week, the truckers, egged on by Parkhurst and Hill, rejected "concessions" by government officials that removed priority allocation of diesel fuel from farmers and granted truckers a 7 percent "fuel pass-along" surcharge on freight rates. The truckers pledged an "intensified strike" especially in the urban areas of the East Coast and Midwest.

Strike organizers have been dispatched into southern California to make sure that the fruit and vegetable harvest is not shipped East. Other organizers and "initiators" have been sent East. On June 25, truckers organized teenage rowdies and motorists off fuel lines to stage a 3,000 person riot against police in Levittown, Pa., resulting in scores of injuries and arrests; martial law remains in effect.

Truckers have also tied up highway traffic for the first time in the New York metropolitan area and have issued appeals to motorists, already angered by mile-plus long gas lines, to join their "protests."

Government officials report that upwards of 40-50 percent of all interstate motor carriage transportation has been disrupted by the shutdown. Some shipments—like agriculture and meat products—which are carried primarily by the independents are occurring at only a small fraction of normal volume. Coupled with the inability of the national rail grid to handle the overload, this raises the prospect of serious food shortages in eastern cities by next week. The Interstate Commerce Commission has declared a railroad transport state of emergency, giving priority to food, fuel and military supply transport.

Trigger for emergency

The strategy of the independents as well as the government is to prolong the strike into the first week of July to allow the Federal Emergency Management Agency to assume full, official control of the crisis on July 1.

David Bardin, the head of the Energy Department's Economic Regulatory Administration hinted this week at forthcoming government policy when he told a congressional hearing that the government may "soon" declare an emergency and "order" refiners to produce more diesel fuel.

Senator Howard Cannon, the head of the Senate Commerce Committee demanded on June 26 that various Carter administration officials report to him immediately on the viability of Parkhurst's proposal, supported by Hill, for a 90-day emergency deregulation of the trucking industry. Numerous government officials are known to favor the move, as does Senator Edward Kennedy, an ally of Parkhurst and principal sponsor of deregulation. Complicit in the energy shortage hoax and the truckers strike, Kennedy has used both to demand that the government declare a national state of emergency.

1974 action plan to militarize the economy

1. Nature of the Plan

A nationwide truck work stoppage, if continued, would create serious problems in the movement of many of the country's essential resources. The early effects in the current stoppage are showing up in the movement of steel products, and vegetables, meats, coal and gasoline. Within a relatively short time, these effects would extend to the whole of commerce and effectively shut down industries, cripple employment, and affect the health and welfare of the nation.

It is the intent of this plan to outline sequential actions that federal departments and agencies may take to reduce the impact created by critical resource shortages and disruptions to the economy and industry resulting from the nonavailability of a large segment of truck transport.

... The first line of attack on the problem is to assure continued free flow of commerce on the nation's

highways by nonstriking carriers. This requires protective services by state and local authorities with full support and backing by enforcement powers of the federal government....

The second line of attack is designed to assist governors of states and local authorities to alleviate shortages of these essential commodities through local diversions of transport, the use of military vehicles and other measures....

The third line of attack is on the national scale and is aimed at assuring and at restoring a viable national economy. If the problem develops quickly into a serious enough situation as to require the declaration of a national emergency, options and actions are also provided whereby government takes actions to control commercial activity through mandatory transportation priorities and allocations and other economic controls as necessary....

Who is Mike Parkhurst

The independent truckers deployment to trigger the scenario for a crisis management government in the United States is as deliberate and preplanned with paramilitary objectives and logistical support operations as was the Chilean action in 1973. led by Mike Parkhurst, the independents not only extoll the Chilean model, they are bankrolled, through advertising revenues into Parkhurst's magazine *Overdrive*, by the very same oligarchs who orchestrated the Chilean atrocity.

Parkhurst is the key "field operative" of the shut-down. He works for the same financier interests that rigged the energy crisis. The independent truckers organization was built initially around Parkhurst's *Overdrive* magazine in the early 1960s. "Bag money" comes from advertising revenue.

Overdrive' advertisers include:

The Paccar Corporation. On the board sits John Kennedy's CIA chief John McCone; its president is McCone's father-in-law Charles M. Pigott, a member of the New York Council on Foreign Relations and of the board of Chevron. McCone is also a director of Standard Oil of California (Chevron) and was a heavy funder—through ITT—of the 1973 Kissinger coup in Chile. The firm's financial interests are controlled by the

Kennedy-linked Eastern Establishment investment firm of Lazard Freres.

The Cummins Engine Company. The Cummins Foundation funds the Washington, D.C. Institute for Policy Studies, created by Kennedy-era National Security Council member Marcus Raskin and Richard Barnett. IPS creates, controls and deploys "left" terrorism in the U.S.A. The Cummins board of directors is dominated by New York CFR members. Director J. Irwin Miller is on the board of directors of the Ford Foundation and Butler College in Indianapolis, which trained the Rev. Jim Jones. The Cummins Foundation, with the Eli Lilly Foundation, is the biggest funder of the proterror journal *CounterSpy*.

Some of the money conduited through these fronts to Parkhurst was used to create the so-called Roadman-sion—*Overdrive* headquarters in Van Nuys, California.

After creating the anti-Teamster FASH organization in 1967, Parkhurst worked with Ralph Nader in 1971 to found a "dissident" group in the Teamsters, PROD, Inc.

Working closely with Parkhurst is his old anti-Teamster ally Ted Kennedy—the man who is using the chaos to call for a national emergency. Senator Kennedy was the keynote speaker at the last *Overdrive* National

Annex A:

Department of Justice and Department of Defense interdepartmental action plan for civil disturbance

This memorandum outlines a plan by which the Departments of Defense and Justice propose (1) to coordinate their preparations for and their responses to any serious civil disturbances that may hereafter occur in a city in the United States, and (2) to assist the President in responding appropriately and effectively to any request he may receive for federal military forces to aid in suppressing such a disturbance....

A principal feature of the plan is the designation of the Attorney General as the chief civilian officer in charge of coordinating all federal government activities relating to civil disturbances....

All essentially military preparations and operations including especially the employment of military forces

at the scene of a disturbance, will be the primary responsibility of the Secretary of Defense....

Within the Department of the Army, a Directorate for Civil Disturbance Planning and Operations serves the Secretary and the Army Chief of Staff as the principal military staff agency for such matters....

The dissemination of all public information in connection with the control of civil disturbance shall be undertaken by or as directed by the White House....

The plan is divided chronologically into four phases:

1. The period of civil disturbance planning and intelligence operations prior to the outbreak of any actual disturbance.

2. The period from the initial outbreak of an actual disturbance to the time at which the President decides to employ federal military force.

3. The period during which federal military forces are employed at the scene of the disorder.

4. The portion of the latter period during which the advisability of withdrawing the federal forces is considered, decided, and acted upon....

As in the recent past, the Secretary of Defense will have the primary responsibility for training, equipping, and designating the forces to be used in controlling civil disturbances. He will also retain primary responsibility for preparing operation plans, determining procedures for alerting and moving the forces, and testing command and control arrangements....

During the early stages of a crisis in which it appears that a request for federal military assistance may be forthcoming, the intelligence organization of the Department of Justice will alert the Attorney General and the Secretary of Defense....

Precautionary steps, such as alerting federal armed forces and prepositioning them relatively near the disturbance area, can be taken by the federal government prior to receipt of a formal request from a governor for federal military assistance....

The executive order will authorize the Secretary of Defense to conduct the military operation. ... The established law enforcement policies may require revision or elaboration during the actual military operations; in that event the Secretary of Defense will refer such matters, military exigencies permitting, to the Attorney General, together with his recommendations. The executive order further authorizes the Secretary of Defense to federalize National Guard units and, if required, to order units of reserve components of the Armed Forces to active duty for purposes of the operation....

Conference, and his efforts to destroy U.S. trucking and the Teamsters were crowned last week with the Kennedy-Carter proposal to deregulate transport.

Boast of Chile model

The October 1973 issue of Parkhurst's *Overdrive* praised the Chilean truckers for their "noble action" in toppling the Allende government. An editorial signed by Parkhurst in the same issue stated: "Where is the spirit of '76 in the American trucker... why can a country like Chile overturn an entire government because the truckers—the owner operators—decide to do something about it?"

Mac Vernon, sales director for *Overdrive*, described the Chile scenario in its application to the United States in 1974: "Let's say some kind of depression hits in the next few months. Things keep getting worse, people lose their jobs, maybe impeachment fails by a vote or two. Nixon and the government lose respect... the truckers go on strike... it takes about 10 days before the effects are felt. People will get hungry... there will be no food... the truckers get more uptight. The government tries to move the army in. Then you have a Chile here... it's just like a book...."